Sales for the Year Increased by Five Millions, but the Cost of Sales Was Four Millions More-New York Central's Order for Thirty Electric Locomotives.

The General Electric Company issued vesterday its twelfth annual report, covering operations for the year ended Jan. 31, 1904. The sales for the year amounted o \$41,699,618, an increase of \$5,014,020 over 1902; the cost of sales was \$32,890,586, an increase of \$4,045,705, and net earnings were \$8,809,032, an increase of \$968,325. The surplus on Jan. 31 stood at \$7,293,689 an increase of \$2,810,987.

In his report to the stockholders President C. A. Coffin says that the disturbed financial situation and other unsatisfactory nnancial state of the company's busi-ness, the percentage of profits upon busi-ness done being smaller than in the

previous year.
The report says that the New York Central The report says that the New York Central placed with the company an order for thirty electric locomotives, each of a capacity of 2,500 horse-power, the largest ever built, which will haul trains on the main line within a radius of thirty-four miles of the Grand Central Station. It is believed that this order is the forerunner of many others to be placed by a team railroads.

that this order is the forerunner of many others to be placed by steam railroads. The stock and bond account of the company was increased during the year about \$2.000,000, owing principally to the acquisition of the capital stock of the Stanley Electric Company and its allied interests. There was spent on real estate and buildings, as additions, \$1.667,000, and on machinery \$1.572,000. There was written off at the end of the year \$2,027,841 on factory plants.

# WORKING EMPLOYMENT AGENTS.

Man Around Offering to Do for \$2.50 What

a Bonding Company Pays Him For. Miss Frances Kellor of the University Settlement, who was greatly interested in the passage of the new Employment Agency law, says that advantage is being taken of the passage of the law to get money out of of the passage of the law to get money out of the poorer employment agents on the East Side. A man who represents himself as being connected with the City License Bureau is offering for \$2.50 to make out a proper form of application and to get a company to go on the bond.

The company, Miss Kellor says, pays

The company, Miss Kellor says, pays this man a commission for the business he brings to it, so the fee is needless. To many of the poor women who run employment agencies this extra \$2.50 is a heavy burden, but they pay it because the man tells them. that the new law will take effect on May 1 and that they must have new licenses by that day.

As a matter of fact, the present licenses will hold over for several weeks, and meantime the Corporation Counsel will send to all license holders a statement, setting forth the terms on which new licenses can be obtained, where to apply, the amount of the bond, and all other information, including the fact that any company will go on the bond.

### RAILROAD EARNINGS.

Alabama Great Southern:

1904.

Taird week April. \$56.432 \$55.138 Inc. \$1.295 from July 1... 2,465.747 2,164.819 Inc. \$31.428 Cincinnati, New Orleans and Texas Pacific:
Third week April. \$115.602 \$116.011 Dec. \$100 From July 1... 5,373.487 4,728,550 Inc. 649,878 Toronto, Hamilton and Buffalc:
First week April. \$16.366 \$11.546 Inc. \$3,850 From July 1... 475,422 \$79,207 Inc. 96,218 Seaboard Air Line:
Third week April. \$282,432 \$247,511 Inc. \$15.921 From July 1... 10,789,013 10,281,993 Inc. 507,120 READLING. READING.

The Philadelphia and Reading Railway Company and the Philadelphia and Reading Coal and Iron Company report for March:
Railway Company:
1904. 1903. Changes.
Receipts. \$2,962,817 \$3,105,731 Dec. \$142,914
Exp.,inc.,rentals. 1,765,420 1,885,685 Dec. 120,265

Net earnings. . \$1,197,397 \$1,220,046 Dec. \$22,649 Coal and Iron Company: eccepts. . \$2,279,386 \$1,698,041 Inc. \$581,345 Epenses. . 2,245,219 1,365,405 Inc. \$79,814 \$54,167 \$832,636 Dec. \$298,469 Netearnings... \$34,167 \$832,636 Dec. \$298,469 Reading Company:
Nethcome...... \$114,864 \$110,702 Inc. \$3,662 Net all cos. . . . . \$1.345,928 \$1.663,384 Dec. \$317,456 Fixed charges . . . 888,000 895,721 Dec. 7,721 Surplus...... \$457,928 \$767,663 Dec. \$309,735 LERIGH VALLEY. The Lehigh Valley Railroad Company reports for March:

for March: 1904. 1908. Changes. Gross earnings. \$2,694,426 \$2,803,080 Dec. \$108,654 Oper. expenses. . 1,009,838 1,632,206 Dec. 22,868 Net earnings. . \$1,085,088 \$1,170,874 Dec. \$85,786 Other income. . . . 19,197 95,036 Dec. 75,839 Total income ... \$1,104,285 \$1,265,910 Dec. \$16; ^25
Int. on bds., taxes
and other deduc. 480,858 497,539 Dec. 16,681
Add. and imp. 257,666 94,000 inc. 163,606 \$1,104.285 \$1,265,910 Dec. \$16: 425 Total deductions: \$738,524 \$591,539 Inc. \$146,986 Net Income (exc. of coal cos) \$395,761 \$674,871 Dec. \$308,610 Net Income L. V. & affiliated coal cos 68,184 10,141 Inc. 56,043 . \$481.945 \$684,512 Dec. \$252,567 Surplus..... CANADIAN PACIFIC.

The Canadian Facific Railway Company reports for March:

for March: 1904. 1903. Changes.
Gross earnings. \$3,532,186 \$3,615,752 Dec. \$48,566
Oper. expenses. 2,681,332 2,357,188 Inc. 324,144 Net earnings. \$850,854 \$1,258,564 Dec. \$407,710 From July 1 to March 31: Gross earnings.\$33,877,136 \$32,106,408 Inc. \$1,770,730 Oper. expenses. 25,918,040 20,392,146 Inc. 8,525,894 Net earnings. \$9,959,096 \$11,714,260 Dec. \$1,755,164 The Wabash Railroad Company reports for March:

March: 1904 1903 Changes.
Gross earnings... \$1,750,617 \$1,706,632 Inc. \$48,985
Oper expenses. 1,533,864 1,246,483 Inc. 287,881
Net earnings... \$216,753 \$460,149 Dec. \$243,296
From July J to March 31:
Gross earnings...\$1,7311,809 \$15,741,283 Inc. \$1,570,416
Oper expenses... 13,347,514 11,355,261 Inc. 1,992,253 Net earnings., \$3,964,185 \$4,386,022 Dec. \$421,837 | PACIFIC COART | The Pacific Coast Company reports for March: 1908. | 1908. | Changes | 1908. | Changes | 1908. | 244.112 | Inc. | \$32,603 | Oper.expenses. | 370,702 | 321,501 | Inc. | 49,111 Net earnings. \$86.013 \$102,521 Dec. \$16,508 From July 1 to March \$1: Gross earnings . \$4,345,797 \$4,117,023 Inc. \$228,774 Oper. expenses . . 3,534,489 3,314,188 Inc. 220,261

Net earnings. ... \$811,348 \$802,835 Inc. \$8,513 TOLEDO AND ORIO CENTRAL.
The Toledo and Ohio Central Railway Company reports for March: | 1904. | 1908. | Changes. | 1908. | 1908. | Changes. | 1908. | 1908. | Changes. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 190 Net earnings .... \$51.956 \$78.191 Dec. \$21.235 Other income .... 7,262 897 Inc. 6,365

\$59.218 \$74.088 Dec. . \$14.870 38,956 42,537 Dec. . 3,581 Total income . . . . Fixed charges . . . . . \$20,262 \$31.551 Dec. \$11,289 INTERNATIONAL TRACTION OF BUFFALO.
The International Traction Company of Buffalo reports for March: | 1904. | 1903. | Changes. | 1904. | 1903. | Changes. | 1904. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. | 1905. 

Deffeit..... \$37,876 \$5,240 Inc. \$32,636 DAILY TREASURY STATEMENT. WARHINGTON, April 28.—The cash statement of the receipts and expenditures of the Treasury shows:

Receipts. \$1,483,598 \$33,786,657 \$449,869,405 Lapeaditures 1,400,000 \$44,720,000 \$446,868,834 Surplus \$83,503 Def. \$4,933,345 Sur. \$5,006,071
The receipts from customs to day were \$631,964;
from internal revenue, \$759,140; miscellaneous,
\$52,460. National bank notes received for redemption, \$1,012,307.
The cash statement of the United States Treasurer for April 29 shows:

Gold cola ... RESERVE FUND. Held against notes and certificates issued \$852,888,539 Gold coin and builton
Standard sliver dollars
Sliver builton
Sliver builton
United States notes.
National bank notes.
Subsidary sliver and minor coins.

GOSSIP OF WALL STREET.

There were few important orders in the market yesterday. Transactions were very largely professional and without meaning The general Wall Street attendance was nominal. One board member who looked the market over critically at the opening sent out a message saying: "The dulness will continue," and went away. The professional element is chronically bearish. It is not so prejudiced as to neglect an occasional opportunity to scalp small profits on the long side of a stock that is being bid up by clique brokers or one that is advancing on short covering, but its main inclinations are decidedly bearish. Its argument is that unless more business can be brought in prices will have to go lower, and it sees nothing near ahead that is likely to stimulate outside speculative interest. The conditions now existing are similar to those so generally complained of prior to the Northern Securities decision, when speculation had come to almost a standstill. Owing to the extreme narrowness of the market profits vanish either when long stocks are pressed for sale or when the trader who is short seeks to buy back what he sold. The outsider is lucky to make his commissions.

"The floor crowd here," a board member said at the close yesterday, "wants them to go down and is continually selling, but prices go off very little, and recover as soon as the selling ceases and the shorts try to cover You think the market is going all to pieces and then when you come to look at the tape you find that there is nothing to it."

The most conspicuous selling in the marfrom Western sources. Some of it was based upon the Atchison labor trouble and some on what was vaguely described in despatche received here as "the shrinkage of business." St. Louis was said to be selling the Western railroad stocks rather freely, which was some-thing new. It is more difficult to trace St Louis selling than that of, say, Pittsburg or Philadelphia, because a good deal of the St. Louis business comes by way of Chicago The Chicago houses sold here steadily during the day, and although their operations narrow as to make even very moderate transactions prominent. The whole Western in-terest in the stock market appears to be bearish. That might be explained, possibly, by the fact that the decline in business activity has been spreading from the East westward.

Orvis Bros. were the principal buyers of Rubber Goods. The common stock ad-vanced 2½ per cent., closing at a net gain of 2 points, and the preferred stock, on smaller transactions, had a maximum advance of nearly 3 per cent, and closed at a net gain of 11. Persons who know what the rubbe companies are doing have been expecting a movement in these stocks. The advance yesterday was not accompanied by such bull talk as usually goes with a demonstration in an industrial specialty.

J. W. Davis & Co. were prominent as sellers of Southern Pacific.

The weakness of Union Pacific, which de clined 1 per cent. on transactions of less than 10,000 shares and closed at a net loss of % per cent., was not favorably commented The selling was not particularly impressive, but the absence of support was very noticeable. The granger stocks as a group were weak, probably because of the Western selling previously referred to. Union Pacific appears to be getting back to a normal market position. For a while it was the least sold by the trading element of any active stock in the market, but there has de veloped this week the semblance of a short interest, terror of the short side having gradually subsided. The bear crowd was badly hurt by the stock's violent advance to 90, and is only now plucking up the courage to sell is short again. At 90 there was practically no short interest in it.

A new speculative interest is developing in grain. Wheat has been about the only thing this week in which a trader could get action, and professional activity is rapidly converging upon that commodity. The larger grain houses are again doing a million bushels a day or more. It is a question brokers say, of offering inducements. There is always a public that will trade. The re-viving interest in wheat, of course, is all on the long side. A million bushels of wheat is equivalent for the broker to 10,000 shares

The failure of Woodend & Co. and some of the rumors attending it recall a January incident in Chicago and Alton preferred which attracted a good deal of attention at the time. One morning at the opening of the market three large buying orders met in that stock and the price advanced very abruptly from 82 to 84%. The movement was so erratic that a number of brokers and specialists hav-ing orders in the stock missed their market, and a great row resulted as to the responsi-bility of a specialist or of any broker having orders to execute at price limits. There was also a controversy as to whether or not at least one quotation made that morning should be put on the tape and made official. It was first held off the tape, then put on, and then taken off, and in spite of all precautions it got printed in the official Stock Exchange record and had to be cancelled in a footnote.

There was evidently something queer about the whole business, but no satisfactory ex-planation was ever made. An unknown client of the house whose broker made the sale at the top price insisted upon having it recorded on the tape, which was an unusual demand for the seller to make, because he got that price for his stock whether the quotation appeared on the tape or not.

It is now understood that Woodend & Co. were involved in those Chicago and Alton preferred transactions last January. A shrewdly laid scheme was worked at the firm's expense. The story is that agents were sent to its offices to buy the stock on small margins and double up as the price advanced. These agents, it is said, all at once demanded their stock, desiring to take it up, and the firm was forced to buy it in at any price.

A singular incident resulted from the fictitious operations in Ontario and Western preferred a few days ago. There are but 50 shares of the stock extant, and the attempt of H. B. Livingston to execute a fake buying order for 5,000 shares amused the room crowd tremendously. Shortly afterward a promi-nent member of the Exchange was solicited nent member of the Exchange was solicited by a money broker to borrow \$100,000. When money is so cheap the lenders seek the bor-rowers. The member said he didn't want the money, but would take it if the bank would accept Ontario and Western preferred as collateral. The money broker said he would ask about it, and the next day he re-ported that Ontario and Western preferred would be acceptable as collateral, the margin to be 30 per cent. and the interest 5 per cent. This money broker represented a prominent Wall Street bank. Wall Street bank.

There was an active borrowing demand for Steel preferred and Pennsylvania in the loan crowd yesterday forenoon for delivery on Thursday's contracts. Both stocks loaned at ¼ of 1 per cent. There was also a better demand for Union Pacific, which loaned at

houses were prominent as buyers. The selling on this early advance and later looked rather good. Ballard & De Cordova and J. M. Amory sold freely during the afternoon, and the stock closed at 117%, showing a fractional net loss. The stock's advance to 118% in the early forenoon was said after-ward to have been the result of a demonstration against the short interest.

CLAIRTON STEEL CO. PURCHASE Statement by the United States Steel Cor-

poration of What Is Acquired. The finance committee of the Steel Corporation concluded the negotiations for the purchase of the Clairton Steel Company yesterday, and Chairman E. H. Gary of the Steel Corporation issued this state-

of the Steel Corporation issued this statement:

The United States Steel Corporation has contracted with the Crucible Steel Company for the purchase by the former of the properties known as the Clairton Steel Company properties. They consist of about 150 acres of land located on the Monongahela River between McKeesportand Donora, seventeen miles from Pittsburg, on which there have been completed, and are now in operation, 3 blast furnaces, 12 open hearth furnaces, one 40 inch blooming mill and one 28-inch billier mill, together with necessary shops, power plants, &c., also 2,807 acres of good coking coal lands in Fayette county, Pa.; Champion Iron Company properties on the Marquette Range, including 20,000 acres in fee and a large tonnage of ore already developed; one-half interest in Clairton mine, the Little and Prindle Iron mine; 51 per cent. of the stock of the St. Clair Limestone Company; about fourteen acres of land adjoining steel plant, on which are located 400 dwelling houses, also the total capital stock of the St. Clair Terminal Railroad Company, which has built and owns a new double track steel bridge across the Monongahela River and which railroad connects the manufacturing plant with trunk lines of railroads on both sides of the river.

Included in the purchase also are cash notes, bills receivable, and inventory, of the total guaranteed cash value of \$2,619,000. The plant has a capacity of about 475,000 tons of pig iron per annum and about 300,000 tons of pig iron per annum and about 300,000 tons of pig iron per annum and about 300,000 tons of pig iron per annum and about 300,000 tons of pig iron per annum and about 300,000 tons of pig iron per annum and about 300,000 tons of pig iron per annum and about 300,000 tons of pig iron per annum and about 300,000 tons of pig iron per annum and about 300,000 tons of pig iron per annum.

#### GOLD FOR PANAMA PAYMENT. J. P. Morgan & Co. to Ship to France \$3,500,000 in Bars and Coin.

P. Morgan & Co. engaged \$3,500,000 gold yesterday for shipment to France to-day on the St. Louis of the American Line. Half of the amount will be taken in gold coin from the Sub-Treasury and the rest from the Assay Office in gold bars.

The transaction is a step in the payment for the Panama Canal. According to Washington despatches received in Wall Street vesterday arrangements have been Washington despatches received in Wall
Street vesterday, arrangements have been
completed by which the entire gold payments will be liquidated through similar
installment shipments.
Goldman, Sachs & Co. also engaged
\$200,000 gold for shipment. Yesterday's
engagements brought the gold export
movement for the week up to \$12,800,000,
a record figure.

a record figure. Collector John J. Lack Missing. The disappearance of John J. Lack, a salesman and collector for the firm of Kern & Ball, Wallabout Market commission merchants at 44 Washington avenue, Brook-lyn, is causing his employers some concern. He is believed to have had in his possession at least \$2,000. He is 37 years old and lives at 676 Madison street with his family. He was last seen on Wednesday.

#### MARINE INTELLIGENCE.

MINIATURE ALMANAC-THIS DAY. Sun rises . . . 5:2 | Sun sets . . . 5:3 | Moon rises . . 7:49 HIOR WATER—THIS DAY. Sandy Hook. 7:45 | Gov. I'd. . . . 8:17 | Hell Gate... 10:10

Arrived-FRIDAY, April 29. Arrived.—Friday, April 29.

Ss Citta di Palermo, Palermo, April 4.

Ss Citta di Genova, Genoa, April 9.

Ss Gloamin, Newcastle, April 13.

Ss Hughenden, Salaverry, Feb. 5.

Ss Prins Willem III., Surinam, April 6.

Ss Farmand, Santo Domingo City, April 16.

Ss Pathfinder, Arecibo, April 15.

Ss Pathfinder, Arecibo, April 14.

Ss Pathfinder, Arecibo, April 12.

Ss Eastern Prince, Santos, March 29.

Ss El Valle, New Orleans, April 21.

Ss Chesapeake, Baltimore, April 27.

Ss Munroe, Norfolk, April 28.

Ss Jason, Guantanamo, April 12.

Ss Princess Anne, Norfolk, April 28.

Ss Rhein, Baltimore, April 28.

Ss Rhein, Baltimore, April 27.

Ship Roanoke, Shanghal, Aug. 17.

ARRIVED OUT.
Ss La Bretagne, from New York at Havre.
Ss Columbia, from New York at Cherbourg.
Ss Ryndam, from New York at Rotterdam. SAILED FROM FOREIGN PORTS.
SS Deutschland, from Hamburg for New York.
Ss Anchoria, from Glasgow for New York.

Sa Anchoria, from Gi	degon for Hen Toral	
OUTGOING	STEAMSHIPS.	
Sall	To-day	
134.4	To-day.  Matls Close. 230 A M 6 00 A M 6 00 A M 9 30 A 1 6 30 A M 9 30 A 1 8 500 A M 9 00 A 1  The control of t	,
1	Close Sail	•
Francia Liverpool	2 30 A M 6 00 A 1	u
St Louis Southamptor	n . 600 A M 930 A 1	ü
Columbia, Glasgow	6 30 A M 9 30 A 1	V
Finland, Antwerp	8 80 A M 10 30 A 1	М
Mesaba, London	9 00 A 1	М
Graf Waldersee, Ha	m -	
burg	5 00 A !	M
Caracas, Venezuela	8 30 A M 12 00 M	
Korona, St. Thomas	8 30 A M 12 00 M	
Mac. Porto Rico	9 00 A M 12 00 M	
Altal, Jamaica	9 30 A M 12 00 M	
Morro Castle, Havana.	10 00 A M 1 00 P	ì
Grenada, Grenada	12 30 P W 8 00 P 1	ü
Catter Dringe Argentin	1 00 PM 900 P1	ü
Pi Cid Calveston	3 00 P	v
Concho Galveston	300 P	v
FI Dia New Orleans.	12 00 M	
Princess Appe. Norfoll	k 8 00 P 1	N
Nacoochee, Savannah	300 P	M
Comanche, Charleston	300 P	M
Sail Mo	8 30 A M 12 00 M 10 00 A M 10 0 P 1 12 30 P M 10 00 A M 10 0 P 1 12 30 P M 10 00 A M 10 0 P 1 12 30 P M 10 00 P M 12 00 M 12 00 M 12 00 M 12 00 P M	
Alganguin, Charleston.	3 00 P	м
Hamilton, Norfolk	800 P	M
Soil Tue	esday, May 3.	
Francisco Wilhelm B	re.	
men	5 30 A M 8 00 A	M
Germania Naples		
Lombardia, Genos		
Yucatan, Colon	9 30 A M 1 00 P	M
Kansas City, Savanna	h 100 P	¥
Comal, Mobile	9 30 A M 1 00 P h 1 00 P 8 00 P	Ņ
men. Germania, Napies. Lombardia, Genoa. Yucatan, Colon. Kansas City, Savannal Comal, Mobile Jamestown, Norfolk.	3 00 P	2
	G STEAMSHIPS.	
Du	e To-day.	
Martello	Hull April Naples April Lisbon April	1
Italia	Lisbon April	1
Valla	ChristiansandApril SavannahApril	i
City of Memphis	SavannahApril	2
PI Paso	Savannan. April Galveston. April Hamburg. April Liverpool. April Havre. April Jacksonville. April Havana. April	2
Moltke	Hamburg April :	2
Lucania	LiverpoolApril	2
La Toursine	Hayre April	2
Algonquin	JacksonvilleApril	2
Due	To-morrow Southampton April :	
Germanic	Southampton April	2
Prinz Adelbert	Southampton April Genoa April Hamburg April Savannah April San Juan April Havana April	1
Bulgaria	Hamburg April	1
Kansas City	Can Tuen April	÷
Coamo	Havana April	:
Mexico	navaua April .	•

Due Tuesday, May 3.

Laurentian Glasgow
Perugia Curação
Vincenzo Florio Naples
Elixir Gibraitar
Arapahoe Jacksonville Live Stock Market.

Due Monday, May 2.

Rotterdam.
Antwerp
Havie
London
Glasgow.
Liverpool
Swansea.
Gibraitar
Para.
Jacksonville.
Galveston
New Orleans.
Gelveston

Potsdam.... Vaderland.... La Gascogne.. Minnetonka...

Astoria. Armenian. Chicago City. Teresa Polycarp

There was an active borrowing demand for Steel preferred and Pennsylvanis in the loan crowd yesterday forenoon for delivery on Thursday's contracts. Both stocks loaned at ¼ of 1 per cent. There was also a better demand for Union Pacific, which loaned at 1 per cent. St. Paul was borrowed freely, at 1 per cent. The recent demand for St. 5 Paul has not been understood. It would seem to signify a large short interest in the stock, but as it was not preceded by selling operations of any consequence there is some question as to whether it is a speculative borrowing demand or something different. It is said that houses affiliated with the soc called inside interests have been large borrowed for the dividend.

It is understood that the firm of Welles, Rerrick & Hicks will be dissolved on May 1 and be succeeded by Herrick, Hicks & Colby. Then there will be a new firm of Welles, Auchincless & West.

The general strength exhibted in the forenoon was nowhere more conspicuous than in Pennsylvania, which advanced to 118% on fairly active trading. Chapman & Seaman were the principal buyers, and were seaman were the principal buyers, and were seaman were the principal buyers, and were reported to be bidding the stock up on very opportunity. Pearl & Co. and Philadelphia

CON. LAKE SUPERIOR NOTES. Whole Issue of \$2,000,000 Bought by Blair & Co. for Public Sale.

The banking house of Blair & Co. has purchased the \$2,000,000 guaranteed loan certficates of the Canadian Improvement Company due May 1, 1906, which were guaranteed, principal and interest, by the Government of the Province of Ontario in order to assist in putting the Consolidated Lake Superior Company back on its feet. With to assist in putting the Consolidated Lake Superior Company back on its feet. With the money received under the Moffatt plan of reorganization and the money subscribed by the members of the Canadian Improvement Company, the pressing part of the Speyer syndicate loan will be repaid and the Lake Superior Company started up under the auspices of the Canadian Improvement Company.

under the auspices of the Canadian Improvement Company.

Blair & Co. announced yesterday that the certificates would be offered to the public at 101 and accrued interest to yield 4½ per cent. on the investment. The security for the notes includes first mortgage bonds of the Algoma Central Railroad; \$2,850,000 of first mortgage bonds to be issued by the new Lake Superior Corporation, the issue of which will be \$10,000,000 in all, and \$850,000 of the stock of that corporation.

NORTHERN PACIFIC DIVIDEND "To Those Entitled to It," Pending the

Northern Securities Settlement. The directors of the Northern Pacific Railway Company met yesterday and declared a dividend of 11/2 per cent, and 1/4 per cent. extra, payable on May 2. It was announced officially that this dividend

announced officially that this dividend would be paid to those "who are legally entitled to it."

No plan has yet been reached whereby holders of Northern Securities Company stock, which under the court's decree can not participate in Northern Pacific or Great Northern dividends, can receive an income on the legality of The Great Great Northern dividends, can receive an income on their holdings. The Great Northern directors meet within a few days and are expected to declare the regular 124 per cent. dividend. The money, it is understood, will be deposited in trust pending the outcome of the Northern; ecurities litization.

SULLY TALKING COTTON. Comes Back From a Trip in the South With

ies litigation.

Notions About Bettering the Crop. Daniel J. Sully returned to this city yesterday from a trip through the South and terday from a trip through the South and issued a long statement regarding the great prospects of the South through its cotton industry. The statement said that Mr. Sully proposed to start a campaign of education to get the Southern planters to use better seed, to cultivate more carefully, and to handle the crop more economically. It added that by his theory and method 20 per cent. or \$125,000,000 would be added to the South's revenue through the production of cetton.

Mr. Sully confirmed the report that he never expected again to be an active trader on the Cotton Exchange.

#### FINANCIAL NOTES.

In regard to a report in Wall Street yesterday that they would have a part in and perhaps have charge of a new scheme for the reorganization of the United States Realty and Construction Company, Blair & Co. said that there had been only the most tentative negotiations toward such a transaction. It is understood that various plans have been suggested, but that no definite line of action has been decided on and that the banking house has neither made nor had a proposition made to it. that the banking house has neither made nor had a proposition made to it.

Estimates made in Wall Street yesterday of the known movements of money during the week, which included exports of gold amounting to over \$9,000,000, indicated that the banks would show in their weekly statement to-day a cash loss of between \$800,000 and \$2,000,000. The banks were in receipt of large sums from the interior of the country, but not enough to entirely offset the gold shipments.

At a meeting of the executive committee

shipments.

At a meeting of the executive committee of the International Mercantile Agency held yesterday it was decided to spend \$1,000,000 in extension of equipment and operation. The necessary funds have been provided for by the sale of treasury stock to a syndicate in which the Standard Trust Company's affiliations are said to figure prominently.

## Business Troubles.

A judgment for \$50,690 was entered yester day against the Fruin Bambrick Paving company in favor of the Barber Asphalt Paving Company for a balance due for work and materials in laying ambhalt pavenents, and on notes of the company delivered to the Asphalt Company of America. George Sheldon, treasurer, was served at 141 Broad-

way.

A petition in bankruptcy has been filed against Benito H. Lamber, boot and shoe auctioneer at 41 Lispenard street, with a retail store at 60 Manhattan street. It was alleged 'hat he is insolvent. His liabilities hant \$20.000. Creditors recently realleged "hat he is insolvent. His liabilities are about \$20,000. Creditors recently rejected an offer of 25 cents. He was formerly a merchant at Huntsville, Ala., and has been in this city since 1900.

Schedules in bankruptcy of Grissler & Sons, carpenters and builders of 629 East Seventeenth street, show firm liabilities \$233,529, of which \$111,300 are secured and nominal assets \$47,817, consisting of building materials, \$7,000; machinery and fixtures, \$25,000; horses and wagons, \$1,100; accounts, \$837; unliquidated claims, \$13,700, and cash \$180. Louisa Grissler has individual debts \$237,494, of which \$232,800 are secured by morkages; \$3,804 are for taxes, and \$800 accommodation paper. Her assets are nominally \$300,000, in real estate mortgages, for \$222,800. Harry Grissler has individual liabilities of \$4,850.

PUBLIC NOTICES.

PUBLIC NOTICES.

PUBLIC NOTICE.

The City of New York, Office of the City Clerk. )
City Hall, New York,
April 18, 1904.

Bush Terminal Railroad Company having presented its application to the Board of Aidermen of The City of New York, dated the 22d day of March. 1904, for a grant of the right or franchise to use the streets avenues and highways of the Borough of Brooklyn. City of New York, hereinafter mentioned, for street railway purposes, and for the construction, maintenance and operation of a double track street surface railroad through, along and upon the surface of certain streets, avenues and highways being as follows:

Commencing at a point where the centre line of Twenty-eighth street, if extended, would meet the centre line of Second avenue, if extended running thence southerly upon and along private properly to Second avenue at the former tidewater line: thence aboutherly upon and along Second avenue to Forty-first street: thence westerly upon and along Forty-first street to First avenue, and thence southerly upon and along First avenue, and thence southerly upon and along First avenue to the southerly she of Skity-fifth street: together with the necessary connections, switches, sidings, turnousts, turntables, cross-overs and suitable stands necessary for the accommodation and operation of said railroad by the overhead system of electricity or any other motive power which may be lawfully employed upon the same, all in the Borough of Brooklyn, City and State of New York.

Now, therefore, pursuant to directions given

Borough of Brooklyn, City and State of New York.

Now, therefore, pursuant to directions given by resolution of the Board of Aldermen of The City of New York, which was adopted on the 5th day of April, 1904, and approved by his Honor the Mayor of said City, on the 12th day of April, 1904, public notice of such application is hereby given, and that, at the Chamber of the Board of Aldermen, in the City Hall, in the Borough of Manhattan, and City of New York, on the 4th day of May, 1904, at 2 o'clock in the afternoon, such application of such railway company will be first considered, and a public hearing had thereon.

All persons interested in said application are notified to be present at the time and place aforeald, as an opportunity will then and there be given them to be heard in relation thereto.

PLESUANT TO STATUTORY REQUIREMENT.

them to be heard in relation thereto.

P. J. SCULLY, Gty Clerk.

PURSUANT TO STATUTORY REQUIREMENT.
notice is hereby given that an act, Printed No. 1779.
Int. No. 1228, has been passed by both branches of
the Legislature, entitled
"AN ACT

AUTHORIZING THE SELECTION OF LANDS
AS A SITE FOR THE NEW YORK STATE
TRAINING SCHOOL FOR BOYS, AND ESTABLISHING THE SAID SCHOOL."
Further notice is hereby given that a Public
Hearing upon such bill will be held at the Mayor's
office in the City Hall, in The City of New York,
on Monday, May 2d, 1904, at 200 octock P. M.
Dated City Hall, New York, April 27, 1904.

GEORGE B. McCLELLAN, Mayor.

PUBSUANT TO STATUTORY REQUIREMENT.

GEORGE B. McCLELLAN. Mayor.

PURSUANT TO STATUTORY REQUIREMENT, notice is hereby given that an act, Printed No. 1140, Int. No. 839, has been passed by both branches of the Legislature, entitled

AN ACT

TO AMEND CHAPTER FIVE HUNDRED AND SPVENTY TWO OF THE LAWS OF EIGHTEEN HUNDRED AND EIGHTY SIX, ENTITLED 'AN ACT IN RELATION TO CERTAIN ACTIONS AGAINST CERTAIN MUNICIPAL CORPORATIONS, IN RELATION TO THE TIME IN WHICH SUCH ACTIONS MAY BE BROUGHT."

Further notice is hereby given that a Public Hearing upon such bill will be held at the Mayor's Office in the City Hall, in The City of New York, on Monday, May 24, 1004, at 2010 celock P. M.

Dated City Hall, New York, April 28, 1904.

GEORGE B. McCLELLAN. Mayor.

## FINANCIAL.

WANTED—Manager for a branch bank; must be well qualified through experience, having technical knowledge of all bank positions and business. A destrable and responsible position is open to a capable man. Address all communications by mail to "FINANCIER," Room 805, 845 Broadway, New York City, staling age, experience, references and salary expected.

PROFOSALS.

POST OFFICE DEPARTMENT. Washington, D. C., March 4, 1904—Sealed proposals will be received at this Department until Thursday, May 5, 1904, at 2 o'clock P. M., for furnishing paper, blank books and other stationery, rubber goods, wrapping paper, twine, scales, postmarking and rating stamps, rubber stamps, canceling ink, inking pads, packing boxes, artials' drawing materials, letter copying presses, typewriting machines, numbering machines, baskets, dry goods trucks, electric fan motors, U. S. flags, and other supplies mentioned in the proposals and specifications as they may be ordered from time to time during the fiscal year beginning July 1, 1904, and ending June 30, 1905, for the use of any branch of the departmental or postal service. Blanks for proposals with specifications and full instructions will be furnished on application to the Supplies, Post Office Department, Washington, D. C. H. C. PAYNE, Postmaster-General.

POST OFFICE DEPARTMENT, Washington, D. C. March 14, 1904—Scaled proposals will be received at this Department until Thursday, May 5, 1904, 4z P. M. for furnishing for the use of its Mail-Equipment Shops such supplies consisting of wire, rivets, burrs, small malleable-fron castings, steel, oils, acids, leather, thread, lacing cord, etc., and for the office of Foreign Mails, lead seals and presses therefor, in such quantities of the different articles, respectively, and at such times and from time to time as they may be ordered, during the fiscal year beginning July 1, 1904. A complete list of the articles desired, with full specifications and form of proposal, will be furnished upon application to the Second Assistant Postmaster-General. R. J. WYNNE, Acting Postmaster-General.

PROPOSALS FOR STATIONERY, ETC.—Government Printing Office. Washington, D. C., April 2, 1904.—Sealed proposals will be received at this office until 2 o'clock P. M., MAY 5, 1904, for furnishing stationery, fuel, ice, hardware, plumbing and electric supplies, lumber, etc., for the use of the Government Printing Office during the fiscal year ending June 30, 1905. The right to reject any and all bids and to waive defects is reserved. Detailed schedules of the stationery, fuel, ice, etc., required accompanied by blank proposals, and giving the regulations with which bidders must comply, may be obtained by addressing this office. F. W. PALMER, Public Printer.

PROPOSALS FOR STATIONERY AND MISCEL-LANEOUS SUPPLIES—War Department, Washington, March 15, 1904—Sealed proposals, in duplicate, will be received here until 2 P. M., MAY 5, 1904, and then opened, for furnishing stationery and miscellaneous supplies (brooms, brushes, soaps, towels, etc., for War Department Bureaus and Offices during year ending June 80, 1905. Information furnished on application. Proposals must be in envelopes indorsed "Proposals for Stationery" and "Proposals for Miscellaneous Supplies." respectively, and addressed M. R. THORP, Chief of Supply Div.

POST OFFICE DEPARTMENT, Washington, D. C., March 4, 1904—Sealed proposals are invited and will be received at this Department until Thursday, May 5, 1904, at 2 o'clock P. M., for furnishing such envelopes as the several Executive Departments in Washington and certain Government offices elsewhere may require during the fiscal year ending June 39, 1905. Blank forms of proposals with full specifications will be furnished upon application to the Superintendent of the Division of Post Office Supplies, Post Office Department, Washington, D. C. H. C. PAYNE, Postmaster-General.

ment Printing Office, Washington, D. C., April 2, 1904.—Sealed proposals will be received at this office until 10 A. M., MAY 6, 1904, for furnishing material, etc., for the use of the Government Printing Office during the fiscal year ending June 30, 1905. The right to reject any and all bilds and to waive defects is reserved. Detailed schedules of the material, etc., required, accompanied by blank proposals, and giving the regulations with which bilders must comply, may be obtained by addressing this office. F. W. PALMER, Public Printer. PROPOSALS FOR MATERIAL, ETC. -Govern-nent Printing Office, Washington, D. C., April 2,

F. W. PALMER, Public Printer.

FORT HANCOCK, N. J., Apr. 1, 1904-Sealed proposals for construction, wiring, beating, plumbing of 4 Mess Halls, Additions to Batracks; construction, plumbing, wiring of 1 Double set N. C. S. Officers' Quarters; construction, wiring of 1 Fire Engine House; construction, wiring of 1 Ordinace Storehouse here will be received until 2 P. M. Apr. 39, 1904. Information furnished on application. U. S. reserves right to accept or reject any or all proposals. Envelopes should be marked "Proposals for Public Buildings," addressed ABE S. BiCK-HAM, Capt., Q. M.

PROPOSALS FOR CAVALRY HORSES—Platts-burgh Bks., N. Y., April 27th, 1904—Sealed proposals for furnishing and delivering at Platts-burgh, N. Y., or other prominent R. R. point, twelve cavalry horses, will be received here until 12 M., May 17th, 1904, and then opened. The U. S. reserves right to reject any or all bids. Information furnished on application. Envelopes containing bids should be endorsed "Proposals for Cavalry horses," and addressed "QUARTER-MASTER Plattsburgh Bks., N. Y."

FORT HANCOCK, N. J., Apr. 1, 1904.—Sealed proposals for constructing Macadamized Road here will be received until 2 P. M. Apr. 39, 1904. Information furnished on application. U. S. reserves right to accept or reject any or all proposals. Envelopes should be marked "Proposals for Constructing Macadamized Road," addressed ABE S. BICKHAM, Capt., Q. M.

OCEAN STEAMERS.



OLD DOMINION LINE.

For Old Point Comfort, Norfolk, Portsmouth, Planner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Beach, Wasa-ington, D. C., and entire South and West Freight and passenger steamers sail from Pier 20, N. R., foot Beach st., every week day at 3 P. M. H. B. WALKER, Vice-President & Traffic Manager.

# CUNARD LINE

To Liverpool, via Queenstown.
From Piers 51-62, North River.
Lucania May 7, 10 AM Etruria May 28, noon
Umbria. May 14, noon Lucania June 4, 10 AM
Campania, May 14, noon Lucania June 11, noon
Tuesday Service.
Carpathia May 17, 9 AM Aurania May 31, 9 AM
Mediterranean-Adriatic Service.
New (1904) SLAVONIA, 10,605 tons.
Twin-Serew S. S. PANNONIA, 10,200 tons.
Twin-Serew S. S. ULTONIA, 9,000 tons.
To Trieste and Flume.
Ultonia May 24, Noon Fannonia June 21, Noon
Slavonia June 7, Noon Ultonia July 5, Noon
Apply 29 Broadway. New York.
VERNON H. BROWN, General Agent.

HOLLAND-AMERICA LINE New Twin Screw Steamers of 12,500 Tons.
NEW YORK—ROTTERDAM via BOULOGNE.
Salling Tuesdays at 10 A. M.
Potsdam May 10 Noordam May 8
Rotterdam May 17 Statendam June
Ryndam May 24 Potsdam June
Holland-America Line, 39 B'way, N. Y.

EXCURSIONS.

## PENNSYLVANIA RAILROAD POPULAR PERSONALLY-CONDUCTED SPRING OUTINGS

RICHMOND, WASHINGTON May 7, 1904. Rate, \$36 from New York. All expenses. Corresponding rates from other points.

OLD POINT COMFORT

ing to hotel selected.

OLD POINT COMFORT only, \$17 WASHINGTON

Three-day trips. May 12, 1904. Rate from New York \$12.00 and \$14.50, accord-

For detailed itineraries and full informa-tion, apply to Tourist Agent, 263 Firth Avenue, New York: Pennsylvania Rail-road Ticket Agents, or GEO, W. BOYD. Gen. Pass. Agent, Broad St. Sta., Phila., Pa. J. R. WOOD, Pass. Traf. Mgr.

RAILBOADS Pennsylvania

STATIONS FOOT OF WEST TWENTY THIRD STREET AND DESBROSSES AND CORTLANDT STREETS.

13 The leaving time from Desbrosses and Cortlandt Streets is five minutes later than that given below for Twenty-third Street Station, except where otherwise noted.

7.55 A. M. FAST MAIL.—Parior, Sleeping and Dining Cars. For Chicago, indianapolis and Louisville.

ing Cars. For Chicago, indianapolis and Louisville.

9:35 A. M. ST. LOUIS LIMITED.—Pullman Sleepling, Smoking and Observation Cars. Cheinnati, Indianapolis, St. Louis. Dining Car.

19:25 A. M. PENNSYLVANIA LIMITED.—Pullman Sleepling, Dining, Smoking and Observation Compartment Cars. For Chicago, Cleveland, Toledo, and Detroit.

1:35 P. M. CHICAGO AND ST.LOUIS EXPRESS.—For Nashville (via Cincinnati and Louisville), Indianapolis, Chicago, St. Louis. Dining Car.

1:35 P. M. CHICAGO LIMITED.—Pullman Sleepling, Smoking, and Observation Cars. For Chicago, Toledo, and Clevland. Dining Car.

1:35 P. M. CHICAGO LIMITED.—Pullman Sleepling, Smoking, and Observation Cars. For Chicago, Toledo, and Clevland. Dining Car. For Gary, W. Va. (via Shenandoah Valley Route).

5:35 P. M. ST. LOUIS EXPRESS.—For Pittsburg. Clacinnati, Indianapolis. Louisville, St. Louis. Dining Car. For Gary, W. Va. (via Shenandoah Valley Route).

5:35 P. M. PACIFIC EXPRESS.—For Pittsburg. Toledo, and Chicago. For Knoxville, daily, via Shenandoah Valley Route. Connects for Cleveland, except Saturday.

9:35 P. M. CLEVELAND AND CINCINNATI EXPRESS.—For Pittsburg. Cleveland, Cincinnati, Indianapolis, and St. Louis.

9:35 P. M. PITTEBURG SPECIAL.—Daily for Pittsburg. Dining Car.

WASHINGTON AND THE SOUTH.

burg. Dining Car.

WASHINGTON AND THE SOUTH.

7:55, 8:25, '9:25, '10:10 (Desbrosses and Cortlandt Streets 10:20), '10:55 a. m., '12:55, 2:10 (Desbrosses and Cortlandt Streets 2:20), (3:25, 'Congressional Limited, "all Parlor and Dining Cars., '\$:25, '4:25, '4:25, '4:25 (Desbrosses and Cortlandt Streets 5:10, 9:25 p. m., '12:10 night. Sunday, 8:25, '9:25, '10:55 a. m., '12:55 (3:25, 'Congressional Limited, 'all Parlor and Dining Cars., '3:25, '4:25, '4:25, '4:25 (Desbrosses and Cortlandt Streets 5:15), 9:25 p. m., 12:10 night. (Desbrosses and Cortiandt Streets 5:15), 9:25
p. m., 12:10 night.
SOUTHERN RAILWAY.—Express, 12:55, 8:25, 4:25
p. m., 12:10 night daily.
ATLANTIC COAST LINE.—Express, 9:25 a. m., and
9:25 p. m. daily.
SEABOARD AIR LINE RAILWAY.—Express, 12:55
p. m. and 12:10 night daily.
NORFOLK AND WESTERN RAILWAY.—For
Memphis and New Orleans, 3:25 p. m. daily.
CHESAPEAKE AND OHIO RAILWAY.—7:55 a. m.
week days and 4:35 p. m. daily.
POR OLD POINT COMFORT AND NORFOLK
—7:55 a. m. week-days and 8:25 p. m. daily.
ATLANTIC CITY.—9:55 a. m. and 2:55 p. m. weekdays. Sundays, 7:55 a. m. Through Vestibuled
Trains. Buffet Parlor Cars and Standard Coaches
on week days. Parlor Smoking Car, Parlor
Cars, Dining Car and Standard Coaches
on week days.

Cars, Dining Car and Standard Coaches on Sundays.

CAPE MAY.—12:55 p. m. week-days.

LONG BRANCH. ASBURY PARK. (Interlaken Sundays). Ocean Grove and Point Pleasant (From West Twenty-third Street Station) 8:55 a. m., 12:25, 3:25, 4:55 p. m. and 12:10 night week-days. Sundays, 12:10, 9:25 a. m. and 4:55 p. m. From Desbrosses and Cortlandt Streets, 9:00 a. m., 12:20, 3:40, 5:10 p. m., and 12:15 night week-days. Sundays, 12:15, 9:45 a. m., 5:00 p. m.

days. Sundays, 12:15, 9:55 a. m., 5:00 p. m.

FOR PHILADELPHIA.

6:05, 7:25, \*7:55, 8:25, 8:55, \*9:25 (9:55 St. Louis Limited), \*10:10 (Desbrosses and Cortlandt streets, 10:20), \*10:25 (Penna, Limited), \*10:55, 11:55 a. m., \*12:55, \*1:55, 2:10 (Desbrosses and Cortlandt streets, 2:20), 2:55, \*3:25, 8:55, 4:25, \*4:25, \*4:25, \*4:55 Chicago Limited for North Philadelphia only), \*5:58, 6:25, 6:25 (9:55 St. Louis Limited), \*6:55, \*7:55, 8:25, 9:25 (9:55 St. Louis Limited), \*9:55, \*10:25 Penna, Limited), \*10:35 a. m., \*12:35, \*1:55, \*3:25, 3:55, \*4:25, \*4:55 Chicago Limited), \*0:55 for North Philadelphia only), \*4:55, 5:55, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only) p. m., 12:10 night. \*Vining car. for North Philadelphia only) p. m., 12:10 night.
'Dining car.
'Ticket offices: Nos. 461, 1254, 113 and 261 Broadway;
182 Fifth avenue (below 23d st.); 283 Fifth avenue
(corner 29th st.); 1 Astor House and stations
named above; Brooklyn, 4 Court street, 860 Fultion street; 390 Broadway and Pennsylvana
Annex Station. The New York Transfer Company will call for and check baggage from hotels
and residences through to destination.
Telephone "548 Chelsea" for Pennsylvana Railroad Cab Service.
W. W. ATTERBURY,
General Manager.
GEO, W. BOYD,
General Passenger Agent.

OCEAN STEAMERS.

# Hamburg-American.

Semi-weekly Twin-Screw Service.
FOR PLYMOUTH, CHERBOURG, HAMBURG
THE GREAT OCEAN FLYER, S. S. Deutschland 68614 ft. long -2314 knots average speed.
Salls May 12, June 9, July 7, Aug. 4.
folkie. ...May 5, 10 AM | Patricla...May 21, 10 AM
fulgaria. ...May 7, 11 AM | Paiatla....May 22, 2 PM
fuls land, May 12, 3 PM +1Bluecher, May 26, 2 PM
fuls land, May 14, PM | Belgravia | May 28, 4 PM
fullroom and fGymnasium on board.

Mediterranean Service.

New York—Naples—Genoa. By Superb New Twin-Serew Steamers. First Cabin, \$60 and \$75, Upward. SUMMER CRUISES Around the World.

Send for programmes.

HAMBURG-AMERICAN LINE.

Offices, 35 & 37 Broadway. Plers, Hoboken, N. J. NORTH GERMAN LLOYD S. S. CO.

PLYMOUTH—CHERBOURG—BREMEN.

Kronprinz...May 3, 8 AM | Kronprinz...May 31, 7 AM | K. Wm. 11...May 17, 7 AM | K. Wm. 11...May 17, 7 AM | K. Wm. 11...May 17, 1 AM | Kalser.... June 14, 6 AM | Kalser.... June 21, 10 AM | OELRICHS & CO., 5 BROADWAY, N. Y.

AMERICAN LINE. PLYMOUTH—CHERBOURG—SOUTHAMPTON. Salling Saturdays, 9:30 A. M., Pler 15, N. R. St. Louis. Apr. 30 St. Paul. May 14 Germanic. May 7 Philadelphia. May 21

ATLANTIC TRANSPORT LINE. 

RED STAR LINE. NEW YORK—ANTWERP—PARIS.
Sailing Saturdays, 10:30 A. M., Pier 14, N. R.
Finland. Apr. 30 Kroonland. May 14
Vaderland. May 7 Zeeland. May 21

WHITE STAR LINE. NEW YORK—QUEENSTOWN—LIVERPOOL.
Sailing Wednesdays and Fridays, Pier 48, N. R.
Oceanic. ...May 1, 0 AM [Cedric...May 18, 7 AM
Teutonic...May 11, 10 AM [Majestic...May 25, 10 AM
Celtic...May 13, 4 PM [Arabic...May 27, 4 PM
Passenger offices' 9 Broadway.
Freight Offices, Whitehall Bidg., Battery Place.

White Star Line. SERVICES Fast Twin-Screw Steamers of 11,400 to 15,000 tons.

GLASGOW VIA LONDONDERRY.
Columbia...Apr. 30, 9 A.M. | Anchorla ...May 14, noon Astorla ... May 7, noon | Furnessia ...May 21, noon First saloon, \$50 and up. Second saloon \$35 and up; third class \$26 and up. HENDERSON BROTHERS, 17 and 19 Broadway.

STEAMBOATS.

BOSTON AND POINTS IN NEW ENGLAND.
FALL RIVER LINE, via Newport and Fall River.
Leave Pier 19, N. R., foot of Warren St., week days and Sundays at 5:30 P. M. Steamers PLYMOUTH and PILCHIM. Orchestra on each.
NORWICH LINE, via New London. Leave Pier 40, N. R., foot of Clarkson St., week days only at 5:30 P. M. Steamers CHESTER W. CHAPIN and CITY OF WORCESTER.
NEW HAVEN LINE for New Haven, Hartford, Springfield and the North. Leave Pier 40, N. R., foot of Clarkson St., week days only at 4:00 P. M. Steamer RICHARD PECK.

## PEOPLES LINE. NEW YORK—ALBANY. Str. Adirondack and Dean Richmond. ALTERNATING DAILY, EXCEPT SUNDAY

Str. C. W. MORSE enters SERVICE IN MAY. Cutsine and service special features. Steamers sail from Pier 32, N. R., foot of Canal st., 6 P. M., arriving at Albany in time for connections North, East and West. Telephone 5800—Spring.

EXCURSION, 82.50.

JOY LINE. PROVIDENCE, \$1.50 EVERY WEEK DAY BOSTON DIRECT, \$2.50 From Pier 35. East River. 'Phone 800 Orchard TROY LINE, "SARATOGA" or "CITY OF TROY" leaves West 10th St. Pier daily, 6 P. M., except Saturday. Direct rail-road connection at Troy for all points north and east. Sunday steamers touch at Albany.

Catskill, Hudson & Coxsackie Boats Leave Pier 43, N. R., weck-days, 6 P. M.

RAILBOADS. NEWYORK

& HUDSON RIVER R. A. THE FOUR-TRACK TRUNK LINE. Vis Niagara Falls.

Trains arrive and depart from Grand Central Station, 42d street, New York, as belaw.

North and west bound trains, except those leaving at 8.30, 11.30 A. M., 2.45, 3.20, 11.50 P. M., will stop at 125th street to receive passengers ten minutes after leaving Grand Central Station.

12.10 A. M.—TMIDNIGHT EXPRESS.—Due Albany 8.55 A. M., Troy 6.40 A. M.

7.54 A. M.—TSYRACUSE LOCAL.—Stops at all important stations.

12.10 A. M.—YMIDNIGHT EXPRESS.—Due Albany 5.55 A. M., Troy 6.40 A. M.

7.54 A. M.—\*SYRACUSE LOCAL.—Stops at all important stations.

8.30 A. M.—\*EMPIRE STATE EXPRESS.—
Most famous train in the world. Due. Budalo 4.45. Niagara Falls 5.25 P. M.

8.45 A.M.—\*PAST MALL.—24 hours to Chicago.

10.30 A. M.—\*IDAY EXPRESS.— Makes local stops. Due Budalo 7.10. Niagara Falls 5.07.

10.30 A. M.—\*IDAY EXPRESS.—For Albany and Troy. Local stops. Due Buffield 11.00 P. M. Niagara Falls 11.36 P. M.—

11.00 P. M.—\*SUTTHWESTERN LIMITED.—Due Cincinnati 10.30. Indianapolis 11.30 A. M. St. Louis 6.45 P. M. next day.

10.01 P. M.—\*CHICAGO LIMITED.—24\* hours to Chicago, via Michigan Central and Lake Shore Raliroads.

2.45 P. M.—\*The 20th L'ENTURY LIMITED.—29-hour train to Chicago, via Lake Shore. Electric light and fans.

2.46 P. M.—\*ALBANY AND TROY FLYER.—Due Albany 6.40. Troy 7.05 P. M.

3.40 P. M.—\*DETROIT, GRAND RAPIDS and 3.40

3.40

4.00

4.00

4.00

A.00

B. M.—ALBANY EXPRESS.—Local stops.

4.00

CHICAGO SPECIAL, 24 hours to Chicago, via Michigan Central.

5.30

B. M.—\*LAKE SHORE LIMITED.—284.
B. M.—\*LAKE SHORE LIMITED.—284.
B. Duc Cleveland 7.05 A. M., Cincinnati 130.

Indianapoits 3:10, Chicago 4:00, St. Louis 9:45 P. M. next day.

6.00

B. M.—\*ESTERN EXPRESS.—28 hours to Chicago, via both L. S. and M. C.

7.00

C. M.—\*OUTPLAL EXPRESS.—Via D.—

C. M.—\*BUIFONDACK AND MONTREAL

7.30

EXPRESS.

8.00

SPECIAL.

9.20

P. M.—\*SOUTHWESTERN SPECIAL. 9.30 P. M. PACIFIC EXPRESS.—Chicago 81 hours by M. C., 23 hours by L. S.
11.30 P. M. CHICAGO THEATRE TRAIN.—Watertown, Ordenaburg, Bufalo, Detroit, Chicago and St. Louis.
Dally, Iffacept Sunday, Jüzcept Monday.

\*Dally. †Except Sunday. †Except Monday.

9:06 A. M. and 8:35 P. M. daily except Sunday to Pittafeld and North Adams. Sundays at 9:20 A. M. Pullman cars on all through trains.

Trains filluminated with Pintsch light.

Ticket offices at 137, 415 and 1216 Broadway.
25 Union Sq. W., 275 Columbus av., 275 West 125th at., Grand Central and 125th st. stations, New York.

338 and 726 Fulton st., and 106 Broadway. Brooklyn.

Telephone '900 38th street' for New York Central Cab Service. Baggage checked from hotel or residence by Westcott Express Company.

NEW YORK CENTRAL ROUTE NEW YORK AND BOSTON.

Via Springfield and the

ROSTON AND ALBANY RAILROAD.

Trains leave at 19.02 A. M., 112 noon, "4:00 P. M.

A. H. SMITH,

GEORGE H. DANIELS,

Gen'l Manager.

Gen'l Pass'r Agent.

WEST SHORE R. R. (New York Central & Hudson R. R. River, Lesseei: Trains leave Franklin St. Station, New York, as follows, and 15 min, later foot West 42d st., N. R.: 7,00 A.M.—For Intermediate noints to Albany. 11220 A.M.—(I) Hudson and Mohawk Express. 1100 P.M.—Cont. Lim.for Deurot, Chl. & St. Louis, 1245 P.M.—(2) For Hudson River points & Albany, 18:09 P.M.—For Syra, Roch., Buffalo, Clevel d & Chicago, 18:00 P.M.—Roch, Buffalo, Detroit & St. Louis, 19:15 P.M.—For Syra, Roch., Niag, Falis, Det. & Chl.—19:19 P.M.—For Syra, Roch., Niag, Falis, Det. & Chl.—19:19 P.M.—Por Syra, Roch, Sira, 19:14 P.M.—Leave Jersey City, Penna, R. R. Sia., (I) at 11:20 A. M., (2) at 12:35 P. M.—Time tables at principal hotels and offices. Haggage checked from hotel or residence by Westcott Express.

A. H. SMITH.—C. E. LAMBERT, Gent Pass't Agent.

New York and Boston all Rail

N. Y. N. H. & H. R. R. and connections.

Prom Grand Central Station.

Leave.

By way of

8:00 A.M. Hartford and Willimantic.

10:02 A.M. Springfield and Worcester.

10:00 A.M. Hartford and Willimantic.

10:00 A.M. Springfield and Providence.

10:00 A.M. New London and Providence.

10:00 M. Springfield and Worcester.

10:00 P.M. Springfield and Worcester.

10:00 P.M. Thew London and Providence.

10:00 P.M. Springfield and Worcester.

10:00 P.M. Springfield and Providence.

10:00 P.M. Sp

READING SYSTEM.

NEW JERSEY CENTRAL R. R.

Liberty Street and South Ferry (Time from South Ferry five minutes earlier than shown below).

EASTON, BETHLEHEM, ALLENTOWN AND MAUCH CHUNK—2450 (7:15 Rasion only).

9:10 A. M., 1:20, 1:40, 5:30 (5:45 Easton only) P. M.:

Sundays 24:25 A. M., 1:00, 5:30 P. M.

WILKESBARRE AND SCRANTON—24:00, 9:10

A. M., 5:00 P. M. Sundays, 24:25 A. M., 1:00 P. M.

LAKEWOOD, LAKEHURST, TOMS RIVER

AND BARNEGAT—24:00, 9:40 A. M., 1:30

P. M. (6:07 P. M. Saturdays), Sundays, 9:40 A. M., 1:20

P. M. (6:07 P. M. Saturdays), Sundays, 9:40 A. M.

ATLANTIC CITY—9:40 A. M., 1:34 P. M.

VINELAND AND BRIDGETON—12:30 A. M.,

12:11:30 P. M.)

LONG BRANCH, ASBURY PARK, QCEAN

GROVE POINT PLEASANT AND SEASHORE POINTS—24:00, 8:30, 11:30 A. M., X.1:20, 4:45, 5:30, 6:30, 11:30 P. M.

PHILABELPHIA — (READING TERMINAL)

\*\*225, 17:20, 18:20, 9:200, 10:200, 1 READING SYSTEM. only. Wia Tamaqua. xSaturdays. aExcept Sat-urdays.
Offices: Liberty St. Ferry, South Ferry, 6 Astor House, 167, 261, 434, 1390, 1354 Broadway, 182 Fifth Av., 25 Union Square West, 153 East 125th St., 275 West 125th St., 245 Columbus Av., New York: 4 Court St., 344, 860 Fulton St., B'klyn; 330 B'way, W'msburg, N. Y. Transfer Co. calls for and checks baggage to destination. W. G. BESLER, W. G. BESLER, C. M. BURT, Vice-Pres. and Gen. Mgr. Gen. Pass'r Agt.

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MEDITERRANEAN AZORES
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Romanic May 14, June 18, July 30
Canopic Steams of ULY AND ARM SERVICE.

BOSTON QUEENSTOWN. SERVICE.
Cretic May 5 (Cymric May 19)
Cretic May 5 (Cymric May 19)
ADDITION OF BOSTON LIVERPOOL.

Cretic May 5 (Cymric May 19)
Cretic May 5 (Cymric May 19)
APPLAND GREADING 1255 AM 10.30 AM Diner Balto. Washington 11:25 AM 11:35 AM Diner Balto. Washington 11:25

Lv. New York City, South Ferry. Liberty St. Chicago, Pittsburg. 12:10 nl. 12:15 nt. Chicago, Columbus. 12:55 pm. 1:00 pm. Diner Pittsburg Libertand 13:55 pm. 15:00 pm. Diner Cincinnatt, St. Lonis 12:10 nt. 12:55 nt. Sleeper Cincinnatt, St. Lonis 10:26 am. 10:30 am. Diner Cincinnatt, St. Lonis 10:26 am. 10:30 am. Diner St. Lonis 10:35 pm. 13:00 pm. Diner Diner Diner St. Lonis 10:35 pm. 13:00 pm. Diner Diner Diner Diner St. Lonis 10:35 pm. 13:00 pm. Diner Diner Diner Diner Diner Diner Diner Diner St. No. V. 12:55 pm. 13:00 pm. Diner Diner St. No. V. 12:55 pm. 13:00 pm. Diner Di

LEHICH VALLEY.

Foot of West 23d A. Cortlandt and Desbrosses Bts. B.

Daily. H Except Sunday. Sunday changes dis. 6.00. ns. 25. xb. 45. Pally T Recept Sunday, Sunday changes class.

Mauch Chunk Local 1, 17 N Y ... A LV N Y ...

Buffalo Express 1, 7.55 Am 16.5 10 Am Buffalo Express 10.55 Am 10.50 Am Mauch Chunk and Hasleton Local 11.4 60 pm 16.1 50 pm 16.50 pm 16

Lackawanna Railroad.

Leave New York, foot Barclay and Christopher Sts. 18:00 A.M.—For Binghamton and Syracuse.

10:00 A.M.—For Buffalo, Chicago and St. Louis.

11:40 P.M.—For Buffalo and Chicago.

14:00 P.M.—For Seranton and Phymonth.

16:10 A.M.—For Buffalo and Chicago.

18:45 P.M.—For Utica, Oswego, Ithaca, Buffalo.

2:00 A.M.—For Chicago—Sieepers open at 9 P.M.,
Tickets, 167, 129, 1183, 1184 Broadway, N.F.Y., 338

Puiton st., Brooklyn. \*Dally, †Except Sunday.